

Amusements.

AMERICAN ROOF GARDEN.—Vaudeville.
CARINO.—The Merry World—7 to 12—Roof Garden.
EDNA MUSE.—Comedy.
GAUDY THEATRE.—8-15—Trill.
HERALD SQUARE THEATRE.—Kismet.
KOSTER & BIALS ROOF GARDEN.—Vaudeville.
MADISON SQUARE ROOF GARDEN.—8-15—Vaudeville.
MADISON BEACH.—Day and Evening—Midsummer.
MARY MARR.—Comedy.
STANDARD THEATRE.—8-30—Dorothy.
TERRACE GARDEN.—8—Baccaro.

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Business Notices.

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New-York Daily Tribune

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TWELVE PAGES.

THE NEWS THIS MORNING.

FOREIGN.—The Spanish Cabinet has decided to pay the Mora claim in one instalment without interest, in September. — Advice from Peking state that five of the Ku Cheng murderers have been arrested; they will be tried immediately. — Justin McCarthy was re-elected chairman of the Anti-Parnellites. — The Indictment Court in Bourges, France, has committed the Marquis de Xayve for trial on the charge of murdering his wife's son. — Advice from Berlin state that seventy nihilists were arrested in a restaurant in Odessa. — Bismarck has sent his "apology" to the Kaiser and regrets that his health will not permit him to be present at the laying of the cornerstone of the William I monument. — DOMESTIC.—The Belmont-Morgan bond syndicate checked the raid on the United States Treasury by a deposit of gold. — The New York State Hotel Men's Association held its annual meeting at Saratoga. — Warren Ball and Samuel B. Ryles were arrested in Boston charged with the robbery of Dr. George Drury in a vacant house in Brooklyn, on July 27. — A political estrangement between Senators Hill and Murphy is reported. — General Henry L. Abbott was placed on the retired list of the Army; Colonel John M. Wilson succeeds him as division engineer. — Preliminary Webb-Peploe, the Rev. Andrew Murray and others spoke at the Northfield Convention. — CITY AND SUBURBAN.—A probable explanation of the building collapse at West Broadway and Third St. was found in the fact that one of the pillars was built next an old well. — Advice from Michael F. Dwyer arrived on the Paula, and talked about raiding in England. — The thirtieth annual convention of the National Association of Newsdealers, Booksellers and Stationers of the United States met in Brooklyn. — Mrs. John Roach died. — Winners at Aqueduct: Austin, Crimea, Logan, Lulu T., Inquirende and W. B. — The stock market was strong, but dull.

THE WEATHER.—Forecast for to-day: Fair and warmer. Temperature yesterday: Highest, 84 degrees; lowest, 75 degrees.

The rights of veteran firemen were upheld in a decision rendered by Judge Morgan J. O'Brien yesterday. One Blair, a veteran employed in the Charities Department, was discharged last June after he had refused several times to resign; at any rate, he was got rid of by the abolition of his office. He appealed to the Supreme Court, which now orders that he be restored to his old position, since as a veteran of the Volunteer Fire Department he could be removed only for cause and only after a fair hearing. There would seem to be good ground for an appeal from this decision in order to determine whether the commissioners of this or any other department have the right to wipe out an office the incumbent of which is a veteran and therefore irremovable.

Of the making of many curious wills there is no end. One of them, made by a woman, has just been filed with the Surrogate. The feature of it is the decedent's hostility to her husband and her determination that her little son shall have no relations with his father's family. The bulk of her property is to go to him at her majority, but only on condition that he lives continuously with his mother's family and blood relatives. The will was not drawn by the woman herself, but by a lawyer, who even added a codicil to make this provision more stringent. Some wills seem to be made for the purpose of being broken. It will be strange if this does not prove to be one of them.

The Tammany ship of state has lost its rudder and been thrown on its beam ends. There is no competent captain in charge, and the vessel is drifting rapidly on a lee shore. To drop flags, the organization, in default of Croker's leadership, is in a bad way, with no prospect of improvement in sight. Apparently the only thing the present leaders can agree on is that the wise course will be to await the return of the ex-Boss, in the hope that he will lend his aid in extricating the machine from its unhappy plight, especially by putting his hand deep into his pocket. Whether Croker will consent to make the sacrifice expected of him no one is prepared to say. One thing positive is that Tammany is sorely in need of the sinews of war, while there are no assets visible.

An improvement in the character of the men selected to serve as election officers in this city is to be looked for under the present Police Commissioners, who have made up their minds to sift thoroughly the lists presented by the organizations of the two political parties. A careful

investigation will be made of each man. In this work the Commissioners will have the aid of the Good Government clubs. As the grand total of men to be appointed in connection with the election will reach 11,048, it is obvious that the investigation will be a big job. The Good Government clubs will be able to render the public an important service by lending a hand in this work. Whenever men named on the party lists are found incompetent or disqualified, the duty of filling their places will devolve upon the Commissioners. There is every reason for believing that the polls will be manned in November by honest and honorable officials.

There was a new theory brought forward yesterday regarding the cause of the collapse of the Ireland Building, to wit, that the pillar which gave way was built over or near an old well hole. Evidence that this may have been the case was found in the fact that the pillar had gone directly down through the foundation stones of the pier to the depth of several feet. Still this may have been due to overweighing of the floors, signs of which are apparent in the condition of the other piers. The more there is learned about this building the plainer it becomes that there was great carelessness in the manner of its construction. The Coroner's jury which makes the investigation will have a task of exceptional importance to perform.

TRUSTWORTHY RECEIVERS.

Coming bond sales cast their shadows before. Many men find no other interpretation when they see exchange rates firmly held and gold going abroad. They point to the contract between the syndicate and the Government last February as conclusive proof that the long-headed masters of finance, if they did not intend to favor a second issue of bonds this year, even then foresaw conditions which would probably cause it before October. They could already foresee the great decrease in cotton acreage, for which associations and public meetings at the South were preparing, and which was expected to be greater than it has been. Some idea of the injury done to winter wheat could even then be formed. The long delay in reorganizations, which by railroad and coal interests could be placed on a better basis and American securities made more attractive to foreigners, might have been expected, nor was it difficult to foresee that the Government receipts from the new law would leave a heavy deficit, though encouraging heavy importations and thus producing adverse balances if decrease in crops should restrict exports of products. All these elements were sure to be taken into account by the able financiers who made their bargain with the President last February. It is now semi-officially announced from Washington that, if another bond issue or an extra session of Congress becomes the alternative, the President will certainly choose the issue of bonds. But this was also expected, and probably considered in advance by masters of finance, so that practical certainty may have been attained regarding it. They must have known the indisposition of the President to call a Republican House together before the regular session. The very language of the contract implies a foreseen probability that the Administration would prefer to issue more bonds rather than to ask the next Congress for financial relief.

Such are some of the considerations which lead many to believe that the outgo of gold about this time, with the resulting depletion of Treasury reserves, were from the first reckoned as probable by masters in finance. The general condition of business, strongly though tentatively recovering from extreme depression, was in fact discussed as the probable result of the elections last year and the adjournment of the Democratic Congress without making more mischief. But such a recovery necessarily involves more interest than usual in the crops of the fall, and in the condition of the Treasury. To help the Government of this great and rich Nation out of its troubles the second time in a single calendar year was obviously an achievement worthy the best-laid plans of the ablest masters. It must have been calculated, also, that after the financial strength shown last winter and the success of the syndicate thus far, the business world would not be greatly alarmed by an outgo of gold or a sinking of reserve, but would rest in the comforting belief that, with thoroughly competent receivers in charge of the Government, no great evil would be permitted.

We are now at the middle of August, and the movement of breadstuffs is barely as large as it was last year, with exports of cotton naturally smaller. It does not now seem probable that exports of wheat will be large this year or will begin early. With the largest stocks of cotton ever known abroad at this season, and the prospect of a short crop and advancing prices here, it is scarcely probable that the cotton movement will become larger later than usual. The imports still continue larger than last year, and the course of foreign trade does not now promise any material excess of exports for two months to come, while the imports themselves and the less favorable crop prospects do not tend to hasten the increase of domestic trade or the marketing of securities abroad. Thus it seems that, whether it was ever planned and intended or not, the country has to look to the receivers of the Government for guardianship and defence against the unwisdom of its official rulers, and against any untoward conditions that may arise in business. It is simply the most humiliating and disgraceful attitude in which a great and powerful people have ever been placed by legislative and official incompetence and wrong-headedness. But the receivers are able and the country need not be alarmed.

THE ELEVATED ROAD ACCIDENT.

One of the most serious accidents in the history of the elevated railroads occurred yesterday at the City Hall station. The probability that only one person will prove to have been severely injured may be interpreted, and not unfairly, as an indication of the safety of travel on the lines of the Manhattan Company. Nevertheless, yesterday's accident was not a trifling matter, for a score of passengers were in need of more or less attention when they had been helped to leave the train, and several of them were taken to a hospital. The explanation that the airbrakes would not work is suggestive of a far worse disaster than has yet been due to that cause, or probably could occur at the point where yesterday's accident happened. For although a failure of the brakes near a terminus is pretty certain to result in a "shake-up," it could not easily have fatal consequences. We have always thought that, if a horrible disaster should occur at any point on the elevated roads, it would be at one of the sharp curves between stations. The speed of trains must be diminished as they approach these curves to insure safety, and if the airbrakes should fail an extremely prompt use of the handbrakes would be required. Of course a train might make the turn without leaving the track, though running rapidly; but then it might not. If there is a dangerous defect in the practical operation of elevated trains it is of this sort. What the rules explicitly require we do not know, but engineers do not always put on the airbrakes in time to guarantee a safe resort to the handbrakes in case of necessity.

The handbrakes were not called into use at all yesterday. The engineer is said to have forgotten to signal for them in the precise emergency which they exist to meet. This is unpleasantly suggestive of what may occur under conditions

likely to render the consequences of forgetfulness far more disastrous. The engineer was properly relieved from duty pending an investigation. If he is proved to have lost his head he ought to lose his place. Not improbably he is one of those who often take their trains around the reverse curve close to the City Hall terminus at too high a rate of speed. There are a good many Manhattan engineers who take that risk, relying implicitly on mechanism which may possibly be out of order, as there are others who take a greater risk in the same way at curves. The practice ought never to have been tolerated anywhere. The present investigation will be useful, beyond its immediate purpose, if it leads to more rigid rules, in case the rules are at fault, or to more rigid discipline.

CONTROLLER ROBERTS.

It is said by those who claim to be in a position to know that State Controller Roberts will retire from office at the close of his term. His decision to decline a renomination is due, according to the statement of his friends, to the impaired condition of his physical health, and to the conviction on his part that he can be more useful to the party in private life than in the public service.

How true these reports may be we do not pretend to know. We hope that they are incorrect. In saying this we express the prevailing sentiment of the Republican party and of reputable citizens generally, regardless of partisan lines. Mr. Roberts is one of the best Controllers the State has ever had. In the administration of the office he has displayed an exceptionally high order of executive ability, the most practical methods, and an absolute fidelity to the interests of the State that has compelled him to display on more than one occasion a robust power of resistance against fraudulent claimants. Though democratic in his manner and invariably easy of access, he has imparted a dignity to the office such as is not found in some of the other departments of the present State administration. Much might be said in a specific way of his achievements, but it is unnecessary. He has filled the office as it has not been filled in many years and as it is not likely to be if he declines to succeed himself, for, of course, his nomination would be equivalent to an election.

There is another reason, however, for Mr. Roberts's renomination even stronger than that offered by his record as a State officer. He has filled and elevated the place to which he was chosen; he has done more. He has thrown all the weight of his personal and political influence on the side of clean politics. He has identified himself in the boldest and most vigorous manner with the movement for the reformation of the party. This he has done regardless of his own political future, and at a time when most public officers were grovelling before the machine. The lesson that he has thus furnished to the young men of the State cannot easily be overestimated. To be a reformer when out of office is not difficult, but for a public official with ambitions to say what others only dare to think, or to do what others only dare to say in public life proves the possession of the highest order of courage and insight; and all this has been repeatedly shown by James A. Roberts.

Health is a prime consideration with any man, and the Controller is perfectly justified in making everything subordinate to it. But so far as known there is no organic trouble in his case. He has a robust constitution, and the effects of overwork, from which he is suffering, will doubtless soon pass away. At all events, we urge him, in the name of the party he has served so faithfully, to consider the matter most carefully before he decides to retire from public life.

MR. RAINES AND HIS CONSTITUENTS.

Senator Raines will probably be renominated and re-elected to the seat which he did not fill last winter to the satisfaction of the people at large, the Republican party in general or his own district in particular. His return to Albany will doubtless bear the semblance of a personal triumph, but there have been various incidents in the contest now apparently closing in his favor which cannot be set down to his credit and which ought not to strengthen his canvass. His success has involved a public misrepresentation of Lieutenant-Governor Saxton's attitude with respect to his candidacy and the barrier of a Supreme Court judgment. Except for these unsavory devices Mr. Platt's support would not have availed. He could not have controlled the county conventions and secured a majority of delegates in his Senate district. Knowledge of these facts, it may be supposed, will not tend to make Republican voters enthusiastic. We hope that it may diminish the Senator's personal satisfaction.

Mr. Raines has undoubtedly capacity for useful service to the State. His career at Albany has proved it. For aught we know to the contrary he would naturally prefer to do his whole duty in the best way, instead of doing a part of his duty in an inferior way. It is true that he kept his voting record pretty nearly straight last winter, but he steadily offset his votes for wise measures by his preliminary operations against them. He will make a great mistake if he regards a renomination as a vindication of his course. His constituents will not so interpret it, and if they send him back to the Senate they will watch him closely. He will regain their full confidence when he has earned it, and not before.

CARELESS TRUCKMEN.

There is altogether too much careless driving in this town. The bicyclist is made the victim of it most frequently, but he is so often more or less to blame for his own downfall that his complaints go for little. He is not, however, the only sufferer. Some coachmen, and particularly some truck drivers, go about in the apparent belief that they are the only persons who ever have occasion to use the streets and in perfect willingness to have an encounter with any vehicle lighter than their own. In the crowded streets where they are kept in some order by the numbers and when going in a straight line they are endurable, but the reckless driver is most of all a nuisance when he is free to make his own gait and has a chance to exercise his skill in the quick turning of corners. The long, projecting wagon-tongues which go swinging through the streets far ahead of horses or truck with the sweep of a flail and the destructive power of a battering-ram, is one of the terrors of New-York. Ordinary care on the part of the citizen on foot is no protection against this engine. Where it will strike is impossible of calculation when a driver suddenly takes it into his head to turn a corner at a trot. A man may start to cross a street in the full confidence that there is nothing bearing down on the crosswalk he is taking when he is confronted by a truck swinging in from a side street and paying not the slightest attention to what might be in its way around the corner.

The action of the truck-driver who injured Mrs. Shipman on Monday afternoon in Second Ave. is an illustration of this habit of drivers of coming into a street supremely indifferent to the traffic already going on there. Proper regard for safety requires those wishing to turn into a line of vehicles or to cross it to do so with regard for the vehicles in the line. A bicycle has all the rights of the road belonging to other vehicles, and necessity and custom have established the rule that a bicycle with a free way in front of it shall go ahead of wagons threatening to cross its line of travel. The necessity of constant motion and the danger of running midway

into other vehicles, if an attempt is made to let them go ahead while the bicycle is kept back, account for this practice. In the case of Mrs. Shipman, her husband and she apparently were watching carefully for wagons which might be approaching from the side streets and giving warning of their own approach. The truckman coming through Fourteenth St. into Second Ave. was bound to keep a lookout, and only cross it or turn into it when he saw his way was clear. Mr. Shipman rang his bell and properly went ahead of the truck, and his wife followed, also ringing her bell. The fact that there was time for both to cross, get by the horses and then have Mrs. Shipman's rear wheel struck by the wheel of the truck tends to show that the driver turned after them or was going at an unusually rapid rate, in utter disregard of their rights and careless of their safety. He was as much bound to hold back for them as for a heavy wagon. It is to be hoped that the case will be thoroughly investigated, and that unless the truckman can show better excuse than is apparent for his action, he will be punished.

Put he is only one of many. The law compels wheelmen to go slowly around corners, and the same requirement should be enforced against drivers of horses. When going straight along people see carts and carriages and avoid them, but when they come without warning from unseen places neither pedestrians nor those on other vehicles, who, with sight cut off by buildings, cannot tell of the approach at all, much less guess the intention of the driver, have any assurance of safety.

RECONSIDERING LORD ROSEBERY'S FALL.

The Unionist Government in Great Britain is showing that it has the courage of its convictions in at least one important matter. The Rosebery Ministry, it will be remembered, fell because of an adverse vote on a detail of military administration. The point was raised that Mr. Campbell-Bannerman, then Secretary of State for War, had neglected to keep on hand a sufficient supply of ammunition for small arms. On that Mr. Campbell-Bannerman practically demanded a vote of confidence. He was beaten, he resigned, and the whole Government went out with him. It was then said by the Radicals that the issue had been raised insincerely, that it was a mere trick of party tactics, and that there was actually no scarcity of ammunition, as the Unionists themselves very well knew.

Now the new Government promptly takes up the matter and shows that the attack upon the military administration had some basis in fact; or at least that the Unionists believed such to be the case. An investigation has been made into the state of military supplies, which is said to have shown that the shortage complained of actually exists, and that the criticisms of Mr. Campbell-Bannerman made by Mr. Brodick were fully justifiable. Accordingly, an addition of \$300,000 to the military estimates is to be proposed by the Government, to supply the deficiency of small-arm ammunition. As the late Secretary for War, now Sir Henry Campbell-Bannerman, has been returned to the present House of Commons, he will have an opportunity of discussing the matter, and a lively and interesting debate may be expected upon it.

THUNDER AND LIGHTNING.

The latter part of the present summer threatens to achieve at least a nine days' fame for its numerous thunderstorms. Earlier in the season such phenomena were not unusually conspicuous, and the month of July was, on the whole, fairly free from them, and temperately cool, to boot. But with the advent of August the celestial batteries became intensely active. Day after day, or night after night, drenching showers accompanied by severe lightning and thunder prevailed, often doing much damage to property and sometimes to limb and life. The climax to date was reached on Sunday night last or early Monday morning. There were then a veritable deluge of rain, and for an hour such a violent and incessant blaze of lightning and crash of thunder as seldom have been known in this part of the world. The storm was uncommonly destructive, too, the country being dotted with wrecks and fires and more than one human life being lost under the seething electric volleys.

These appalling manifestations of Nature's furious energies arouse awe, though to little present purpose, the old wonderment as to their cause and nature. We say to little present purpose, because with all that has been learned and gained by modern science, electricity remains chiefly a mystery. The last two or three decades have been notable for nothing more than for the progress made in electric science—in the application, that is, of electricity to the service of man. It would take a library to tell what has been accomplished in that direction. A few pages, perhaps a few lines, would tell all that has been learned of the origin and nature of this mysterious force. In regard to electricity in summer storms, what do we know to-day more than Franklin, or at any rate than Reichenmann, knew? Little, indeed. We have learned, perhaps, that a lightning-bolt is not merely an exhaustive discharge of electricity from an overladen cloud in which it had in some way been accumulated. We know, perhaps, that the heat of the lower air and the cold of the upper, the moisture, the wind, and the surface of the earth itself, all form a gigantic electric machine, in which the subtle fluid is continuously generated and discharged from the negative upper into the positive lower cloud, and thence into the negative earth. But how little, after all, that is to know, in actual practice!

A few years ago certain eminent German scientists, after long and close observation, propounded certain theories regarding thunderstorms. They said that such storms were rapidly increasing in frequency—fivefold, they declared, between 1854 and 1887. This was due to the changes produced upon the earth's surface by the march of civilization, especially to the growth of cities and manufacturing centres. The vast volumes of smoke and dust and steam sent up from these places generated electricity by friction upon the sky. This latter part of their theory was not new; nor is it to be taken as true. If it were true, thunderstorms would rage most and be most destructive over and near large cities. As a matter of fact the contrary is the case. Statistics prove that the proportion of buildings struck in the country to those in the city is as two to one. So far as we know, thunderstorms are as frequent and as furious in the wilderness as in the most densely populated land. Civilization, with all its works, has had little perceptible effect upon them.

Neither, we are inclined to believe, is the German scientists' theory that thunderstorms are increasing in frequency to be accepted as true. Perhaps there was some increase in the years they mentioned. It could scarcely have been fivefold. Certainly no such ratio of increase has since been maintained. If it had, half the buildings in the world would have been struck by this time. It is doubtful, indeed, whether there are any real increases. People will say that there have been more thunderstorms in this month of August than ever before in such a time. That will scarcely be true. And when they come to take the whole summer of 1885 together, they will find it not above the average for thunder and lightning. To many people the thing that now surpasses all that went before. The present hot wave is the hottest that ever was. The present thunderstorm is the most severe. But when, in the light of accurate statistics, we survey a whole year, or a series of years, we find

that such is not the case. Thunderstorms, like the general rainfall, may here and there have been affected by the destruction of forests and the clearing and tilling of the land. Apart from that they have probably not changed their average frequency or general character within the memory of man.

SITES FOR SCHOOL HOUSES.

There is something of novelty in the holding of a special meeting of the Board of Education in the midst of the dogdays for the purpose of selecting sites for new school buildings. President Macley, however, is convinced that the work ought not to be delayed, and on his urgency a meeting is to take place to-day. Those familiar with the condition of many of our schools and cognizant of the need of enlarged school accommodations will agree with Mr. Macley that no time should be lost in this important matter and applaud him for taking it in hand so promptly. He has been president of the Board only a few weeks, but already there are unmistakable signs of an improved administration. Mr. Macley's previous experience in the Board has given him special acquaintance with the school buildings of the city, their sanitary condition, etc.; hence his zeal in urging his associates to act at once on the proposed sites.

There are seven sites, provisionally selected, which will be considered at the special meeting, and we regard it as significant that three of them are south of Fourteenth St. This is a proof that it is not the needs of the upper and more rapidly growing part of the city alone that are to be looked after. The three downtown sites proposed are: Rivington St., between Forsyth and Eldridge Sts.; the block bounded by Varick, North Moore and Beach Sts., and the block bounded by East Broadway, Scamell, Henry and Gouverneur Sts. In two of these cases an entire block is to be set aside for a schoolhouse and the adjoining playground, and in the third there will be frontage on three streets, affording good light, good air and thorough ventilation. Such sites will cost large sums of money, but no money that the city spends is more wisely spent than in supplying commodious and abundant schools. They are an absolute necessity. The recent school census showed that there is an immense number of children who do not attend school, while existing school houses are overcrowded. By all means room must be provided for them.

The policy of the Board of Education, as now constituted, was recently outlined in an admirable way by President Macley. His first duty, he said, was to take every child out of the streets and put it in school—not only the children who are kept out of school because there is no room for them, but those who purposely stay away, either to enter business or as truants. In the second place, Mr. Macley insists that the Board should secure bona fide school houses for the pupils. He rightly says that "such make-shifts as factories, tenement houses and abandoned churches are a disgrace to the richest 'city in the United States.'" Before the end of his administration he hopes to see every child in the city provided with school accommodations and every schoolhouse put in first-class condition, not only in respect of light and ventilation, but also in regard to all the appliances for giving children a first-class education. This is a noble ideal, in the attainment of which Mr. Macley is entitled to the cordial co-operation of his fellow School Commissioners and to generous public support.

The Spanish Government, according to dispatches received to-day, is said to have definitely fixed upon September as the month in which to pay the Mora claim. We fear that that particular "mañana" will never arrive.

What possible reason is there why the Treasury Department should hold on to the returns made by those who undertook to comply with the Income Tax law last spring? They are rightly the property of the persons who made them out and transmitted them to the Internal Revenue collectors, and every consideration of equity and reason demands that they be sent back to their owners.

Mr. Worthington C. Ford, Chief of the Bureau of Statistics, in the Treasury Department, has written an article in "The North American Review" on the industrial situation in the country. Among other things he observes that prospects have brightened and that "the recovery has been slow and at the same time rapid." Since the days of the commander of "The Cautious Clara" we do not remember having run across quite so oracular and impressive an utterance. Mr. Ford, like Captain Bunbury, perhaps owns one stationary and one revolving eye, and it behooves him to explain which of the two he turned on the situation. Or can he possibly mean that recovery was not accelerated until the result of the November elections was announced, and that it was slow before that time?

The humidity took a tumble yesterday, to the great delight of everybody in this neighborhood.

A certain hotel in Washington is said to have made elaborate preparations to receive the members of the Democratic silver conference which is to meet under the aegis of Senator Harris to-day. Not locking up the spoons, we hope.

According to "The Philadelphia Ledger," an uncompromising champion of Mr. Cleveland's financial policy, "the loss of a few millions of gold" is due mainly to the large drafts made upon the Treasury at this time of the year. Well, here we have the acknowledgment at last. Only a few short months ago this same authority grieved in the face and "white in the gills" whenever it was suggested that the loss of gold was due to the fact that, owing to insufficient revenues, the Government was compelled to draw upon the gold reserve for current expenses.

"Bill" Morrison knows of whom he is thinking when he suggests "some good Western man" for the Presidency.

And so Grover Cleveland is like other ordinary everyday people after all—people who spend the summer in the country and find the time hang heavily upon their hands. He goes to the village postoffice daily and inquires whether there is any mail for him. Well who would have thought it? Cleveland, human!

The current talk about the alleged "bicycle face" has little basis in fact, but it has served to enliven a dull season. The supposedly set look on the faces of men and women riding bicycles is largely mythical, though, if it exists, it ought not to awaken surprise in view of the condition of many of our pavements and of the numerous cars and vehicles which the bicyclist has to look out for. But it is no more characteristic of the man or woman on a wheel than of most men and women when they enter a crowded railway car, or even when they walk down the aisle to their pew in church. Of all the statements made in connection with the "bicycle face" no one is more absurd than that it is caused by the effort which the rider makes, consciously or unconsciously, to maintain the equilibrium of his wheel. The author of that fantastic theory certainly can never have ridden a bicycle. Every rider knows that the maintaining of his equilibrium is done with the utmost ease and without the slightest effort in all ordinary circumstances. It is only when he strikes an obstruction, or sinks into a depression in the road, or when his wheel takes an unexpected swerve that he puts forth any effort to right himself, and even then his action is largely automatic or instinctive. Given good roads and the removal of the necessity of watch-

ing for cartracks and the like, and the "bicycle face," except in the case of riders who have undertaken to ride too fast or too far, or both, would cease to command attention.

There is no time like the present for lowering the fares to Coney Island. "The time will come" for this, say the railroad officials. Let them clarify their mental vision, and they will say, "The time has come."

PERSONAL.

Arrangements are being made by the members of the Catholic Club of Baltimore to give a reception to Cardinal Gibbons at the rooms of the club on Sunday evening, August 25. Monsignor Fatini, the Papal delegate, and Bishop Keane and Curtis are expected to be present.

Antonio Maceo, the Cuban revolutionary leader, is a mulatto and a man of great culture and refinement. He is well educated, and is said to be scrupulously neat in his dress.

Mrs. Harmon, the wife of the new Attorney-General, is said to be an unusually fine conversationalist and a woman of rare intellectual powers. She has three daughters, one of whom, Miss Elizabeth, who made her debut last winter, will be among the young women in Cabinet circles, as most of the children of the other officers are still in their teens. Mrs. Harmon met her husband at his home in the town of Hamilton, Ohio, where the Attorney-General, then a young law student, had gone to visit her brother.

George Q. Cannon has translated the Books of Mormon into the Hawaiian language.

It is said that the Duc d'Aumale is in negotiation with his nephew, the Duc d'Orleans, for the acquisition by purchase of the chateau d'Amboise, which he intends to restore and make a sort of retreat for some of his companions in arms in the African campaign, to be later transformed into a museum to be given by him to the town of Amboise.

General A. P. Stewart, the Confederate commander, who broke the Union line at Chickamauga the first day of the battle, is seriously ill at Chattooga, and, as he is nearly eighty years old, he is not expected to recover.

Ex-Senator William M. Everts spends most of his time at his summer home in Windsor, Vt. It is difficult for him either to read or write, though he takes great interest in the news of the day, and some of his neighbors put on the day, by crediting the farm with everything taken out of it. He is a neighborly man, and his neighbors to be a model farmer.

Professor S. A. Andrie, chief engineer of the Royal Patent Bureau of Sweden, who proposes to reach the North Pole by the use of a balloon, is a tall, handsome man, with a long, blond mustache, square forehead, heavy jaw, firm chin and piercing yet mild eyes. He is a man of brilliant attainments.

Ex-Judge Strong, it is said, gave up an income of \$30,000 a year from his law practice to accept the place on the Supreme Court Bench offered him by President Grant.

The Rev. William C. Winslow, of Boston, Vice-president of the Egypt Exploration Fund, has received the decoration of the Society of Science and Arts of Great Britain for his services.

THE TALK OF THE DAY.

Lunacy is on the increase in England, according to the report of the British Commissioners on Lunacy, issued recently. The total number of lunatics, idiots and persons of unsound mind was, on January 1, of this year, 14,851, an increase of 2,014 over the number for the preceding year. The increase was confined almost wholly to the pauper class, and is due, apparently, it is said, to the general reception in asylums of cases of simple mental decay resulting from extreme old age.

He Was Used to It.—An accident occurred on a Western railroad and the man who was jammed into a space hardly big enough for a cat was very cheerful. "You must have suffered a great deal from suffocation," said one of the train men. "Not at all," said the New-Yorker and travel on the elevated cars. "I'm as used to being crowded as I am to being in a room. I've been in an 17 car the position from which you rescued me afforded as much room as a blackbird has in a forty-acre field." —(Cassius M. Sullivan.)

Appropos of the persistency with which the "English boot" has been in evidence, attention should be called to the obtrusiveness of the 32 and 48 calibre revolver. A great many writers seem to think that they have not performed their full duty in describing a murder, suicide or assault unless they have minutely described the weapon with which the crime was committed. Few readers care about the calibre of a revolver, and only in cases where such details will shed light on a mystery are they at all essential.